



Proposed Plan

Area of Concern Hangar 1 (Main Hangar Floor Drains)

Operable Unit 25

Naval Air Station South Weymouth

Weymouth, Massachusetts

The Proposed Plan

This Proposed Plan was prepared in accordance with federal law to present the Navy's proposed **No Further Action** decision for Area of Concern (AOC) Hangar 1 Floor Drains (the Site) at the former Naval Air Station (NAS) South Weymouth in Weymouth, Massachusetts. The Navy prepared this Proposed Plan after careful study in coordination with federal and state environmental regulatory agencies. This document summarizes the proposed remedy and describes how to become involved in the decision-making process.

Introduction

This Proposed Plan provides information to the public on the proposed No Further Action (NFA) Decision for AOC Hangar 1 at the former NAS South Weymouth (the Base), located in Weymouth, Massachusetts. This document presents the rationale for proposing No Further Action for this Site, and encourages public participation in the decision-making process.

The Navy prepared this Proposed Plan for AOC Hangar 1 based upon a thorough evaluation conducted in accordance with the federal Comprehensive Environmental Response, Compensation and Liability Act (CERCLA). This law, better known as Superfund, establishes procedures for investigating and cleaning up hazardous waste sites. Key terms, such as CERCLA, are defined in the Glossary of Terms at the end of this document.

The Navy (as the lead agency) works closely with the U.S. Environmental Protection Agency (EPA) and the Massachusetts Department of Environmental Protection (MassDEP) in their environmental investigations at NAS South Weymouth and in efforts to return the property to the local communities.

Let us know what you think!

Mark Your Calendar!

PUBLIC COMMENT PERIOD

March 23, 2010 to April 22, 2010



The Navy will accept written comments on the Proposed Plan for Hangar 1 during this period. Send written comments postmarked no later than April 22, 2010 to:

Mr. Brian Helland
Remedial Project Manager
BRAC Program Management Office, Northeast
4911 South Broad Street
Philadelphia, PA 19112

or email your comments to: brian.helland@navy.mil

PUBLIC INFORMATION SESSION AND PUBLIC HEARING – April 8, 2010

The Navy will hold a public availability session from 6:30 p.m. to 7:00 p.m. that will include posters describing the Proposed Plan. A public meeting will follow from 7:00 p.m. to 8:00 p.m., during which the Navy will provide a presentation and host a question-and-answer session. Finally, the Navy will hold a formal public hearing from 8:00 p.m. until all comments are heard. At the formal hearing, an official transcript of comments will be entered into the record. The above activities will be held at the New England Wildlife Center, Weymouth, Massachusetts.

For more information, visit one of the Information Repositories listed at the end of this Proposed Plan.

The Navy prepared this Proposed Plan in accordance with CERCLA Section 117(a) and Section 300.430(f)(2) of the National Contingency Plan (NCP) to fulfill the Navy's public participation responsibilities.

The purpose of this Proposed Plan is to:

- Provide information about the environmental investigations and removal actions completed at AOC Hangar 1;
- Identify and explain the Navy's Proposed Plan;
- Solicit public review and comment on this Proposed Plan; and
- Provide information on how the public can be involved in the decision-making process.

This Proposed Plan summarizes key information from previous reports concerning the Hangar 1 floor drains. More detailed information can be found in the reports completed for the Site and referenced in this Proposed Plan. The documents are available for review at the Information Repositories for the Base (locations listed at the end of this document).

The Navy encourages the public to review the referenced reports to gain a better understanding of environmental activities completed for the Site and to provide the Navy with any comments or concerns.

The CERCLA Process and AOC Hangar 1

Area of Concern (AOC) Hangar 1 is one of 26 CERCLA Operable Units located at NAS South Weymouth. Figure 1 shows the location of AOC Hangar 1. This area was first investigated as part of the Environmental Baseline Survey (EBS) program. Work plans for the EBS investigations, which described the number of samples, locations and media, and analytical parameters, were developed in collaboration with the EPA and MassDEP. Sites that exceed either risk benchmarks or background values for more than one hazardous substance become CERCLA AOCs.

The Navy followed the CERCLA process in investigating and cleaning up AOC Hangar 1. Each step in the CERCLA process was completed by the Navy with input from the EPA and MassDEP. As part of the CERCLA process, the Site was sampled for potential contaminants of concern (EBS Phase II) and the results were screened against background values for the Base, human health risk-based benchmarks, and ecological risk-based benchmarks.

For field investigations and removal actions conducted before 2009, the human health screening benchmarks used at the Base were the then-current EBS benchmarks, which consist of the most conservative (lowest) values available for

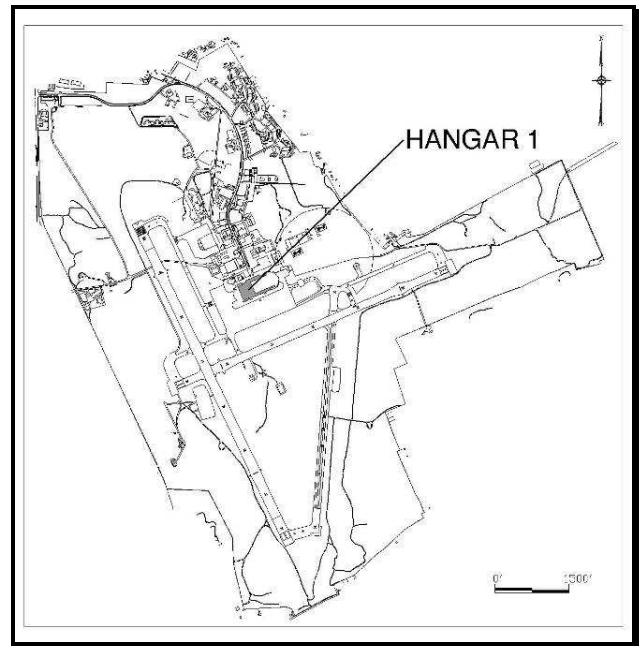


Figure 1 – Hangar 1 Location

residential exposures in either EPA Region III Risk Based Concentrations (RBCs) or EPA Region IX Preliminary Remediation Goals (PRGs) and Massachusetts Contingency Plan (MCP) Method 1 S-1/GW-1 Standards. The benchmark for each analyte was established as the lower value under residential land use scenarios (i.e. residential soil and tap water RBCs, PRGs, or S-1/GW-1 values for soil and groundwater). The human health benchmarks were revised following publication of the EPA Regional Screening Levels (RSLs) in 2009, which are currently in use at the Base. EPA RBC, PRG, and RSL values for non-carcinogenic compounds were reduced by a factor of 10, as a further conservative measure to account for potential additive effects.

Inorganics (metals) and polycyclic aromatic hydrocarbons (PAHs) exceeding human health screening benchmarks were compared to established Base background levels. The background levels were developed from analytes detected in background samples collected at the Base during the Phase II EBS investigations. Background levels can be found in the Final Summary Report of Background Data Summary Statistics (February 2002).

After a site is identified as an AOC, the Navy may then perform a streamlined risk assessment and/or removal action to address site concerns. The streamlined risk assessment is a preliminary process that estimates the likelihood that adverse human health effects will occur as a result of exposure to a release of a hazardous substance.

The Navy has performed various removal actions at Hangar 1 to remove floor drains and associated contaminated soil. The removed soil was disposed off-site, and post excavation samples were collected for analysis. Where results exceeded benchmarks, additional soil excavation was performed, soil was disposed off-site, and additional post-excavation confirmatory samples were collected. The results of post-removal confirmation samples are documented in the Removal Action Reports for the floor drain removal actions.

The Navy conducted a streamlined human health risk assessment in 2009 using current (RSL) screening levels and data from the confirmation samples. The risk assessment determined that no unacceptable risk remains. Based on the available information, the Navy has concluded that No Further Action is required for AOC Hangar 1. The recommendations for this AOC do not affect the strategy or progress of environmental investigations at other sites at the Base.

Information about the Site is provided below. Documents associated with the Site and referenced in this Proposed Plan are available at the Information Repositories for the Base listed at the end of this document.

Site Background and Characteristics

Where is Hangar 1?

Hangar 1 is a large structure with a distinctive arched roof located in the central portion of NAS South Weymouth. The floor drains addressed in AOC Hangar 1 are located in the main hangar area.

What was Hangar 1 used for?

Hangar 1 was used primarily for storage and maintenance of aircraft. The current hangar is on the site of a larger structure that was built in 1942 on previously undeveloped land to house blimps. The blimp hangar was replaced with the current structure in 1966. Related activities that are believed to have occurred in Hangar 1 and in the lean-tos attached to the north and south sides of the hangar include: metal working, machining, painting, hydraulic system repair, welding, parachute packing, photo development, training, and plating and anodizing. The two floor drain systems inside the building ultimately drained to the sanitary sewer.

What does Hangar 1 look like today?

Hangar 1 is a large concrete frame building with one and two story structures attached on the north and south sides (see Figure 2). The two-story structures, referred to as lean-tos, extend beyond the hangar to the east and enclose a concrete paved area. The area around Hangar 1 is covered by concrete pavement. Metal tracks that formed the opening of the original blimp hangar doors are visible in the concrete. The former floor drain systems have been removed and the affected soils were excavated.



Figure 2 – Aerial photograph of Hangar 1 circa 2005

What were the investigation results?

Investigations and removal actions were conducted in multiple phases at AOC Hangar 1 (see Environmental Investigations text box). The following provides an overview of the actions performed and summarizes the analytical results from the environmental investigations.

Hangar 1 Floor Drain and Soil Removal

Floor drains beneath Hangar 1 were identified during the EBS process as a potential source of contamination to subsurface soil and groundwater. There were two distinct floor drain systems, identified as Floor Drain System 1 and Floor Drain System 2 (see Figure 3), which consisted of trench drains in the hangar and the associated piping that discharged to the sanitary sewer system. Floor Drain System 1 consisted of Trenches A, B, E and F joined by Main Line 1, while Floor Drain System 2 consisted of Trenches C, D, E, and F, joined by Main Line 2. The floor drains were removed as part of a Time Critical Removal Action in 2000. During floor drain removal

Environmental Investigations

1983: The Navy began evaluating environmental impacts at NAS South Weymouth, including site walkovers, reviews of Base records, and interviews.

1994: EPA listed NAS South Weymouth on the National Priorities List.

1995: The Navy performed a Phase I EBS to identify additional potentially impacted sites requiring further investigation. As a result, Hangar 1 was one of the sites identified for further study.

1998 - 1999: The Navy performed a Removal Action to: clean and remove two oil water separators; clean and hydraulically test two floor drain systems; and collect soil samples next to each oil water separator for analysis.

2000-2001: The Navy removed the floor drain systems from Hangar 1. Soil samples were collected and soil was removed from areas where elevated contaminant concentrations were detected. Post-excavation samples were collected and analyzed to ensure that cleanup goals were met. A total of 104.58 tons of soil were removed and transported for disposal off-site.

2002: The Navy installed and sampled three groundwater monitoring wells downgradient of Hangar 1. Analytical results were screened against human health benchmarks. All results were below the applicable screening criteria.

2009: The Navy performed a streamlined Human Health Risk Assessment using data from the Main Hangar 1 confirmatory subsurface soil samples and the groundwater samples. The risk assessment determined that the concentrations of chemicals did not present an unacceptable risk to future residents. No adverse human health effects are anticipated and no contaminants of concern were identified at AOC Hangar 1.

activities, soil samples were collected at intervals along the removed pipe and at locations where

contamination was suspected based on visual, olfactory, or field screening evidence.

After removal of Floor Drain System 1 soil was excavated at three locations that had exceedances for polychlorinated biphenyls (PCBs). At each of the three areas, soil was excavated to a depth of 2 feet below the existing trench floor and approximately 10 feet in each lateral direction. Fourteen confirmatory samples were collected; sidewall samples were analyzed for PCBs, and bottom samples were analyzed for PCBs, volatile organic compounds (VOCs), semivolatile organic compounds (SVOCs), metals, extractable petroleum hydrocarbons (EPH), and volatile petroleum hydrocarbons (VPH). The analytical results for VOCs, SVOCs, EPH and VPH were all below reporting limits. The analytical results for metals were determined to not be indicative of a release, based on a comparison to background values. While PCBs were detected in three samples, the concentrations were below the 1 ppm cleanup criterion.

After the removal and sampling of Floor Drain System 2, soil was excavated at four locations due to benchmark exceedances for PCBs. At each of the four locations, soil was excavated to a depth of 2 feet below the existing trench floor and approximately 10 feet in each lateral direction. Twenty confirmatory samples were collected; sidewall samples were analyzed for PCBs, and bottom samples were analyzed for PCBs, VOCs, SVOCs, metals, EPH, and VPH.

Two additional areas along Floor Drain System 2 were excavated subsequent to the initial excavation. These excavations were also 2 feet deep and 10 feet in each lateral direction. Twelve soil samples were collected and analyzed for similar parameters to the initial excavation, except that the sidewalls of one of the additional areas was analyzed for benzene, toluene, ethylbenzene, and total xylenes (BTEX) and naphthalene instead of PCBs. Samples collected from the bottom of the excavated areas were analyzed for PCBs, VOCs, SVOCs, metals, EPH, and VPH. The VOCs, SVOCs, EPH and VPH analytical results were all below reporting limits, except for the detection of xylene in two samples at concentrations below the screening criteria. The analytical results for metals were determined to not be indicative of a release, based on a comparison to background values. Since the concentrations of PCBs detected in three samples were below the screening criteria, no further excavation was necessary. A total of 104.58 tons of soil were transported off-site for disposal.

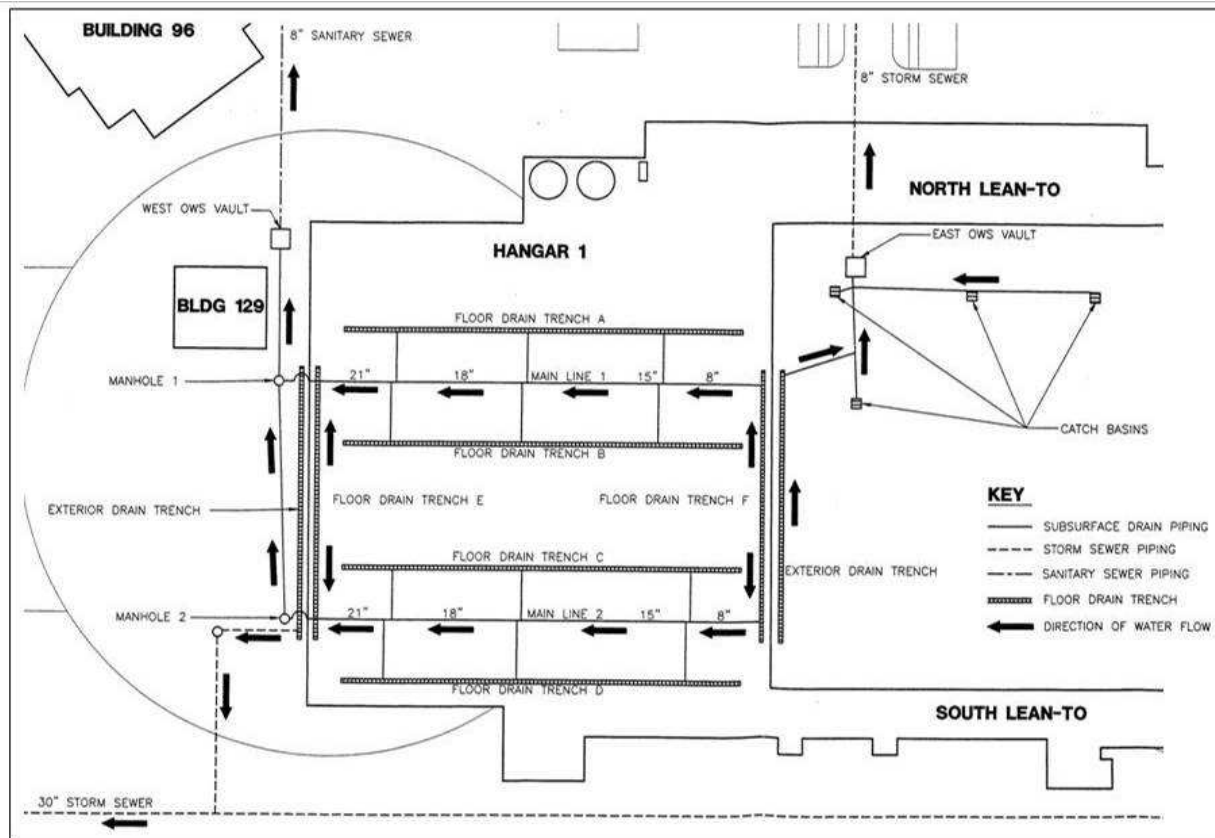


Figure 3 – Floor Drain Layout

Hangar 1 Groundwater Investigation

Three groundwater monitoring wells were installed downgradient of Hangar 1 in the fall of 2002 to determine if contamination from the floor drains had impacted groundwater. Groundwater samples were collected and analyzed for Target Analyte List and Target Compound List (TAL/TCL) chemicals. No constituents were detected at concentrations above the Maximum Contaminant Levels (MCL) for drinking water. Gauging of these three groundwater monitoring wells and other nearby wells showed that groundwater at Hangar 1 flows to the southwest.

Human Health Risk Assessment

The Navy conducted a streamlined human health risk assessment (HHRA) for Hangar 1 in 2009 to determine whether detected concentrations of chemicals in the confirmatory subsurface soil samples and the groundwater samples pose a significant threat to human receptors. A conservative subset of baseline risk assessment exposure scenarios was used for the streamlined risk assessment. These predicted effects were then considered when making decisions for Hangar 1. An ecological risk assessment was not required since there is no suitable habitat at the Site for

ecological receptors and thus there is an incomplete ecological exposure pathway.

To estimate the baseline risk for human health, a 4-step process was used.

Step 1 - Hazard Identification. Chemicals of potential concern (COPCs) were identified as those analytes with detected concentrations that exceeded benchmark screening levels (EPA RSLs) and background levels, if applicable. COPCs were used for site-specific risk calculations (i.e., Steps 2 through 4 described below).

Step 2 - Exposure Assessment. This process examines possible pathways by which humans may contact the COPCs based on current and future use scenarios. For Hangar 1, the HHRA evaluated direct contact with (and ingestion of) subsurface soil and groundwater, as well as inhalation of volatile compounds detected in the groundwater.

For NAS South Weymouth, the future uses of the sites have been set by the zoning in the Reuse Plan approved by the towns in 2005.

Step 3 - Toxicity Assessment. The possible harmful effects to humans from the COPCs were

evaluated. These chemicals were separated into two groups: carcinogens (COPCs that may cause cancer) and non-carcinogens (COPCs that may cause adverse health effects other than cancer).

Step 4 - Characterization of the Risk. Lastly, the results from the exposure and toxicity assessments were combined to calculate the overall risks from exposure to site COPCs. (See text box describing how risk calculations are expressed.)

Risk Assessment Conclusions

Hangar 1 is zoned for mixed use in the approved reuse plan. However, the Navy evaluated an on-site residential scenario for current and future use (the most restrictive/conservative) for the Hangar 1 HHRA to determine current risks and whether the property can be transferred for unrestricted use.

How Are the Risks Expressed?

It depends on the type of chemical. For potential carcinogens, the risk to human health is expressed in terms of the probability of the chemical causing cancer over an estimated lifetime of 70 years. EPA's acceptable risk range for carcinogens is from 1 in 1 million to 1 in 10,000. In general, calculated risks greater than 1 in 10,000 would require consideration of cleanup alternatives. For non-carcinogens, the risk to human health is expressed as a Hazard Index. A Hazard Index greater than 1 suggests that adverse health effects are possible.

Risks from lead exposure are not evaluated using the same methodology as other contaminants. Estimations of blood-lead concentrations are used to evaluate potential adverse health effects. Infants and young children are extremely susceptible to adverse effects from exposure to lead. Blood-lead levels (either fetal or young child) greater than 10 µg/dL are considered to be a "concern." EPA's stated goal for lead is that individuals exposed would have no more than a 5 percent probability of exceeding the level of concern of 10 µg/dL.

If the HHRA concludes that risks are within the acceptable range for carcinogens, the Hazard Index is less than 1 for non-carcinogens, and less than 5 percent of the population is likely to have blood lead levels greater than 10 µg/dL, the site is determined to pose no significant risk to human health.

Human health COPCs identified for direct contact to subsurface soil and/or migration to groundwater included the following (maximum contaminant values in parentheses): the VOCs m+p-xylene (0.29 µg/kg), o-xylene (0.13 µg/kg) and naphthalene (39 µg/kg); the PAHS benzo(a)anthracene (1.6 mg/kg), benzo(a)pyrene (1.2 mg/kg), benzo(b)fluoranthene (1.7 mg/kg), benzo(k)fluoranthene (0.72 mg/kg), chrysene (1.5 mg/kg), and indeno(1,2,3-cd)pyrene (0.64 mg/kg); the PCB Aroclor-1254 (1.4 mg/kg); and the metals cadmium (1.5 mg/kg), lead (28 mg/kg) and manganese (180 mg/kg). Other COPCs identified for direct contact with, or inhalation from, groundwater included chloroform (1.3 µg/L), trichloroethene (0.18 µg/L), and manganese (620 mg/L). These post-removal concentrations did not exceed the MCP Method 1 soil or groundwater standards.

As shown in the table below, the HHRA determined that the cumulative cancer and non-cancer risks for all potential users exposed to subsurface soil were below the EPA target levels. The cumulative cancer risks for adult, child and lifelong residents and the non-cancer risks for adult residents exposed to groundwater were below the EPA target level. While the non-cancer risk for the child resident exposed to groundwater exceeds 1, primarily due to the concentration of manganese in groundwater, the maximum manganese concentration is less than one-fourth of the base background value. The risks from exposure to both subsurface soil and groundwater are shown in the total risk numbers below.

Receptor	Cancer Risk	Hazard Index
Subsurface Soil		
Adult	1E-5	0.02
Child	6E-5	0.2
Lifelong	8E-5	NA
Groundwater		
Adult	8E-7	0.8
Child	7E-7	3
Lifelong	1E-6	NA
Total (Subsurface Soil + Groundwater)		
Adult	1E-5	0.8
Child	7E-5	3
Lifelong	8E-5	NA

The IEUBK lead model and evaluation of the vapor intrusion pathway did not suggest significant risk from site exposure.

The HHRA concluded that the Site does not pose an unacceptable risk to human health. As documented in the Final Streamlined HHRA for Hangar 1, Navy and EPA conclude that the Site does not pose an unacceptable risk to human health.

Rationale for the No Further Action Proposal

The Navy has concluded that No Further Action is appropriate for the Hangar 1 AOC for the following reasons:

- The Navy identified floor drains under Hangar 1 as potential sources of releases to soil and groundwater. The floor drain systems were removed, and post excavation sampling and analysis was performed to identify any releases.
- Areas where concentrations of contaminants were found to exceed human health benchmarks were excavated and disposed off-site.
- Investigation of groundwater in the area of Hangar 1 did not reveal any evidence of impact to groundwater from the Hangar 1 operations.
- Comparison of post-excavation soil sample results to human health benchmarks, along with a human health risk assessment, concluded that no unacceptable risks to human health remain at the AOC Hangar 1 Site.

Under CERCLA, if no unacceptable risks to human health or the environment are identified, then no further action is required.

Next Steps

Community review of and comment on this Proposed Plan is the next step in the CERCLA process for AOC Hangar 1. The Navy encourages the public to review this plan and to submit comments. The Navy will accept written comments on the Proposed Plan during the public comment period, from March 23, 2010 to April 22, 2010. The Navy will accept oral comments during a Public Hearing that follows a Public Information Session to be held on April 8, 2010 at the New England Wildlife Center, Weymouth, Massachusetts.

Once the communities have commented on this Proposed Plan, the Navy and EPA will consider all comments received. It is possible that public comments can change the Navy's NFA proposal. The Navy will provide written responses to formal comments received on the Proposed Plan. These responses will be provided in a document called the

Responsiveness Summary that will be appended to the Record of Decision (ROD) for the Site.

The ROD will contain the rationale for the Navy's and EPA's decision for the Site. The Navy and EPA anticipate that all comments will be reviewed and the ROD will be signed before September 30, 2010. The document will then be made available to the public at the Information Repositories listed at the end of this document. Also, the Navy will announce the availability of the ROD through the local news media and the community mailing list.

If the No Further Action Proposed Plan is approved, all environmental investigations and activities for AOC Hangar 1 will be considered complete following signature of the ROD, and the AOC Hangar 1 area will be made available for reuse by the communities.

Commitment to the Communities

The Navy is committed to informing the communities about the environmental cleanup programs at NAS South Weymouth. A Restoration Advisory Board (RAB), composed of the community leaders, government agency representatives, and local citizens, meets regularly to discuss the environmental program at NAS South Weymouth. At these meetings, you can learn about and offer suggestions for the Navy's program activities. RAB meetings are usually held on the second Thursday of every other month. Upcoming RAB meetings are publicized in local news media and are open to the public. Past meeting minutes are available on the NAS South Weymouth website:

<http://www.bracpmo.navy.mil>.

The Navy also maintains a community mailing list for distributing information about the environmental program. If you would like to be added to the mailing list, please contact Mr. Brian Helland at the address or email provided on the first page of this Proposed Plan.

Details of the information summarized in this Proposed Plan are available for review at the information repositories listed at the end of this document.

Important Dates

Public Comment Period
March 23, 2010 to April 22, 2010

Public Information Session and Public Hearing
April 8, 2010

Your Questions and Comments Are Important



Formal comments are used to improve the decision-making process. The Navy will accept formal comments from the public during the 30-day comment period and will hold a public information session and hearing for both written and oral comments (see page 1 regarding how to submit a formal comment to the Navy).

Your formal comments during this time will become part of the official record for AOC Hangar 1. The Navy will consider the comments received during the comment period before making the final decisions for the Site. The public is encouraged to participate during this period. You do not have to be a technical expert to take part in the process.

COMMENT SHEET – Proposed Plan for AOC Hangar 1

Use this space to write your comments or to be added to the mailing list.

The Navy encourages your written comments on AOC Hangar 1, Naval Air Station South Weymouth, Weymouth, Massachusetts. You can use the form below to send written comments. If you have questions about how to comment, please contact Brian Helland at (215) 897-4912 or via email at brian.helland@navy.mil.

This form is provided for your convenience. Please mail this form or additional sheets of written comments, postmarked no later than April 22, 2010, to the address shown below:

Mr. Brian Helland
Remedial Project Manager
BRAC Program Management Office, Northeast
4911 South Broad Street
Philadelphia, PA 19112

Comment Submitted by: _____

Address: _____

Affix
Postage

Mr. Brian Helland
Remedial Project Manager
BRAC Program Management Office, Northeast
4911 South Broad Street
Philadelphia, PA 19112

(Fold on dotted line, staple, stamp, and mail)

GLOSSARY OF TERMS

Analyte: A substance or chemical constituent that is determined in an analytical procedure.

Area of Concern (AOC): Former Environmental Baseline Survey Review Item Area currently investigated under CERCLA. These sites require that an action be taken to address site risks.

Background Level: Concentrations of chemicals present in the environment due to naturally occurring geochemical processes and sources, or to human activities not related to specific point sources or source releases.

Benchmark: Concentration of a chemical considered to be protective of human health or the environment.

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA): A federal law passed in 1980 and amended in 1986 by the Superfund Amendments and Reauthorization Act (SARA). These laws created a system and funding mechanism for investigating and cleaning up abandoned and/or uncontrolled hazardous waste sites. The Navy's cleanup of sites regulated by CERCLA/SARA is funded by the Department of Defense under the Defense Environmental Restoration Fund.

Environmental Baseline Survey: An environmental assessment conducted by the Navy at bases that have been closed under the Base Realignment and Closure (BRAC) Act.

Groundwater: Water found beneath the earth's surface that fills pores and cracks between such materials as sand, soil, gravel, or rock.

Monitoring Well: A monitoring well is drilled at a specific location on or off a waste site. Groundwater can be sampled at selected depths and studied to determine

the direction of groundwater flow and the types and quantities of chemicals present in groundwater.

No Further Action: Under CERCLA, if some remediation has been conducted and "no unacceptable risks" to human health or the environment remain at a site, no further action is required.

Polychlorinated Biphenyls (PCBs): A chemical mixture commonly used in electrical transformers and other electrical components because they conduct heat well, are heat resistant, and are good electrical insulators. The sale and re-use of PCBs were banned in 1979.

Proposed Plan: A document that summarizes the preferred cleanup remedy for a site and provides the public with information on how they can participate in the remedy selection process.

Record of Decision (ROD): A legal, technical and public document that explains the rationale and final cleanup decision for a site. It contains a summary of the public's involvement in the cleanup decision.

Responsiveness Summary: A document containing the responses to the formal comments submitted by the public regarding the Proposed Plan. This summary is appended to the ROD.

Streamlined Human Health Risk Assessment: A human health risk assessment that uses a limited number of conservative exposure pathways, receptors, and exposure assumptions agreed upon in advance with the regulatory agencies. Results indicating acceptable risk under the most conservative approach (for example, the residential scenario) would therefore indicate acceptable risk under all other scenarios.

For More Information...

Contacts

If you have questions or comments about this Proposed Plan, or any other questions about AOC Hangar 1, please contact us:

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Mr. David Chaffin
MassDEP Project Manager
(617) 348-4005
david.chaffin@state.ma.us

Information Repositories

Documents relating to environmental cleanup activities for the NAS South Weymouth property are available for public review at the following information repositories:

Tufts Library
46 Broad Street
Weymouth, MA 02188
(781) 337-1402
Monday-Thursday: 9:00 – 9:00
Friday-Saturday: 9:00 – 5:00
Sunday: Closed

Abington Public Library
600 Gliniewicz Way
Abington, MA 02351
(781) 982-2139
Monday: Closed
Tuesday, Thursday: 10:00 – 8:30
Wednesday, Saturday: 10:00 – 5:00
Friday: 12:30 – 5:00
Sunday: Closed

Department of the Navy
Caretaker Site Office
c/o David Barney
1134 Main Street, Building 11
South Weymouth, MA 02190
Monday-Friday: 10:00 – 4:00

Hingham Public Library
66 Leavitt Street
Hingham, MA 02043
(781) 741-1406
Monday-Thursday: 10:00 – 9:00
Friday: Closed
Saturday: 9:00 – 5:00
Sunday: 1:00 – 5:00

Rockland Memorial Library
20 Belmont Street
Rockland, MA 02370
(781) 878-1236
Monday: 10:00 – 8:00
Tuesday, Wednesday: 10:00 – 8:00
Thursday-Friday: 10:00 – 5:00
Saturday-Sunday: Closed